

Intimations.

1990

Today's Advertisements.

TO TEACHERS.

HIBBERDINE'S ILLUSTRATED COMPOSITION SERIES

MAKES LESSONS A PLEASURE TO SCHOLARS.

To be obtained at—

Messrs. KELLY & WALSH, Limited, Hongkong, Shanghai Yokohama and Singapore.

Messrs. W. BREWER & Co., Hongkong and Shanghai.

Messrs. TSUI MAN KOK, Hongkong.

Messrs. MAN YU TONG, Hongkong.

Wholesale:—W. HIBBERDINE, 50, Queen's Road Central, Hongkong.



PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator to Sell by PUBLIC AUCTION, For Account of the Estate of the Late H. L. DALRYMPLE (Deceased),

TO-MORROW (FRIDAY), the 4th May, at 10.30 a.m., at CONNAUGHT HOUSE, TEAKWOOD DESKS, TABLE, OFFICE CHAIRS, COPIING PRESSES, &c. &c.

One MILLER'S PATENT FIRE RESISTING SAFE.

TERMS: As Usual.

HUGHES & HOUGH, Government Auctioneers, Hongkong, 3rd May, 1900. [572b]

THEATRE ROYAL, CITY HALL.

IMPORTANT ANNOUNCEMENT.

MR. HENRY DALLAN, MUSICAL AND DRAMATIC CO.

FOR A SHORT SEASON ONLY.

GRAND OPERA, NIGHT.

THURSDAY,

MAY 3RD.

GRAND PRODUCTION OF THE DELIGHTFUL JAPANESE OPERA.

THE GEISHA,

THE GEISHA.

With all the Original Scenery, Costumes and Effects from

DALY'S THEATRE LONDON.

Box Plan now Open at ROBINSON

PIANO CO.

Hongkong, 3rd May, 1900. [572b]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA MANILA.

THE Company's Steamship.

"YANGTSE,"

H. L. Allen, Commander, will be despatched as above on FRIDAY, the 4th instant, at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 3rd May, 1900. [572b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship.

"HAILONG,"

Captain Balthus, will be despatched for the above Ports, on SATURDAY, the 5th instant, at 4 p.m.

For Freight or Passage, apply to DOUGLAS LAURIE & Co., General Managers.

Hongkong, 3rd May, 1900. [572b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

"KALGAN,"

Captain "Laver," will be despatched as above on SATURDAY, the 5th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd May, 1900. [572b]

TAIKOO SUGAR REFINING COMPANY, LIMITED.

FOR LOILO.

THE Company's Steamship.

"SHANTUNG,"

Captain Sales, will be despatched as above on MONDAY, the 7th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd May, 1900. [572b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"AGAMEMNON,"

Captain Nish, will be despatched on TUESDAY, the 12th June.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd May, 1900. [572b]

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to NO. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st May, 1899.

Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS.

(For Invalids and General Use.)

B.—VINTAGE, superior quality.

Red Capsule.....\$14.40

C.—FINE OLD VINTAGE, superior quality. Black

Seal Capsule.....16.20

D.—VERY FINE OLD VINTAGE

extra superior. Violet

Capsule (Old Bottled) 20.40

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 3, 1900.

NOTES AND COMMENTS.

MR. POLLOCK'S LECTURE.

We remarked the other day that the lecture to be delivered by Mr. POLLOCK before the Odd Volumes Society would be well worth listening to, and now that we have heard it we are still of the same opinion. Three of our local problems were touched upon by the lecturer and his remarks proved that each had received a large amount of careful study and attention, and that the suggestions for dealing with them had been carefully thought out. Mr. POLLOCK is the first who has publicly spoken upon the question of rents (of course we except members of the Land Companies who have stated at the yearly meeting that they hoped to see a big rise take place) and we consider that the public owe him a debt of gratitude for the way in which he has come forward in support of the poor oppressed tenant. "I confess that it seems to me," says Mr. POLLOCK, that house-room is almost as much a necessity of life as food, and that a corner in houses is practically as great an evil as a corner in food; and remember, this corner in houses, which has come about more or less accidentally, is just as unpleasant for tenants as if it had been brought about by premeditated design.

We do not think that in the whole of the Colony will be found the man who does not agree with Mr. POLLOCK. Of course we except the landlords, for it is but human nature that they should wish the corner to grow closer and so force up their profits. But the tenants, one and all, agree that the right nail has been hit upon the head and that the question of high rents is one that calls for a speedy remedy.

It is not a pleasant picture that Mr. POLLOCK draws of the manner in which the Government employees are forced to herd amongst the Chinese for want of cheap houses, but nevertheless, we have no hesitation in saying that he has rather understated than overstated the case. The manner in which the poorer Europeans are obliged to live is scandalous, and the sooner that the expansion of the Colony brings about a new order of things the better will it be for the community at large. The lecturer contends, and with perfect truth, that it should not be permissible for firms undertaking large works to import hundreds of coolies and oblige them to find house-room in the midst of our already crowded city. It is compatible neither with health nor decency, and the sooner it is put a stop to the better.

But, as Mr. POLLOCK points out, it is not to be expected that the coolies can live away from their work unless good means of communication are provided so that they can move quickly and easily to and fro. What we want is cheap and frequent communication with other parts of the Colony and

then, and only then, can we hope to see the overcrowding, the filth and the plague in the Colony diminish. Of course it will take time, and investors do not care to wait long for a return on their capital. Granted, but it must be remembered that we must not strive to grow rich all at once. We must not kill the goose that lays the golden eggs, and that is just what the present owners of the land are striving to do. They, instead of taking up fresh sites and building upon them, prefer to stick to those which they already possess, and increase the return from them by running up skyscraper buildings so as to accommodate as many human beings as possible upon one plot of ground. The higher the building the more rooms, the more families accommodated and the more profit to the landlord. But Nemesis is approaching. These high buildings are not adapted to a tropical climate. They shut out the light and interrupt the free circulation of air, and the result is that the place becomes unhealthy and the crowded state of the building causes blocked drains and other evils, breeding plague and filth diseases until such time as the houses are condemned, and the original outlay lost.

A line of launches plying between different points on the Kowloon Peninsula and the mainland, so as to keep up cheap and rapid communication would, we believe, do much towards checking the evils of high rents and overcrowding. Nobody is, we presume, particularly anxious to live in a crowded city if he can live outside it, but many are forced to do so for want of cheap and rapid means of communication. When once the Government and the public at large can be brought to see that the progress of Hongkong depends upon expansion we believe that the matter will commence to right itself, but so long as Hongkong is only allowed to grow skywards things will go from bad to worse.

THE TROUBLE IN SARAWAK.

The special telegram published in last night's issue, announcing the departure of Rajah Brooke up the Trusan River on a punitive expedition with a force of a thousand men, although of a somewhat startling character, need surprise nobody, for to those acquainted with Bornean affairs it was well known that sooner or later something of the sort would be rendered absolutely necessary. It must not for a moment be supposed that the inhabitants of Sarawak are in rebellion, or that the rule of the Rajah is distasteful, for such is far from being the fact.

It will doubtless be remembered by many of our readers that some while ago the Rajah extended his authority to the districts of Limbang and Trusan. These districts may be roughly defined as bounded by the watersheds of the two rivers from which they take their name. The rivers are the highways of Borneo, hence each river valley is a district, and folks speak of the Limbang, Trusan or Kinabatangan districts as the case may be, and the term is perfectly intelligible to those acquainted with the country. But to return to the matter at issue. Limbang and Trusan were until recently under the sway of the Sultan of Brunei. His power has been decaying for years, large tracts of his dominions have been alienated at various times and the result has been that his revenues have been much curtailed. True, he has been paid cession money for the alienated territories, but he is not possessed of sufficient strength of character to keep his money to himself. Many of his chiefs are at the present time nearly, if not quite as powerful as himself, and the result is that they bleed the Sultan and eat up a good portion of his cession money. Now even a Sultan must live, and as his dominions diminished in area, he found it necessary to exact more from the people still remaining under his sway in order to make both ends meet. At the same time it was necessary to compromise to a great extent and, as punitive expeditions are costly affairs, the Sultan allowed his people to do as they pleased and also to be preyed upon by inland tribes without caring a rap as long as he got his money. This, as was only natural, resulted in discontent, and the advent of the rule of the White Rajah was welcomed by Trusan and Limbang people alike.

The tribes of Muruts in the far interior, however, have still continued their head-hunting raids and although the Rajah has established forts and block-houses upon the two rivers, the raiders have, up to the present, been able to keep beyond his reach. The Kyans and other tribes who have welcomed the Rajah's rule naturally look to him for protection, and it is only just and reasonable for him to strive to protect his subjects from the lawless Muruts who infest the Dutch border. We do not for a moment suppose that the Rajah's action will lead to any trouble with the Dutch Authorities. He has invariably been upon the best of terms with them and they have worked together for the repression of piracy and head-hunting. But the Dutch are not to be compared with the Rajah for power amongst the natives. They rule where the Rajah leads, and where they would have to bring their own troops along to settle disturbances, the Rajah could collect his men as he advanced. Everybody follows the Rajah in Sarawak and is proud to do so. Thus it will be seen that the Rajah is serving both himself and the Dutch by his present expedition.

We trust that the expedition will be successful and will result in bringing more of the Bornean tribes under the Rajah's sway. If only the British North Borneo Company and the Dutch had a Rajah Brooke apiece, the whole of Borneo would shortly be rendered as peaceable as England, but men of the Rajah's calibre are not to be picked off every hedgeside.

TROUBLE IN NORTH BORNEO.

North Borneo too, it appears, has dropped in for its share of trouble, for no sooner had the above account of the Sarawak trouble been written, than the telegram from our Labuan Correspondent, which appears in another column, came to hand.

The town of Kudat is situated at the head of Marudu Bay, on the north-west coast of Borneo, and was, at one time, the capital of British North Borneo. It is now the second settlement in the Company's territory and is the centre of a large tobacco industry, the

various estates situated in Marudu Bay drawing their supplies from there.

We are not at all surprised at the news which our Correspondent sends, for we have for some time past pointed out to the North Borneo Company its penny wise and pound foolish policy in not setting its foot down firmly upon native intrigue and rebellion. We had hoped to see this accomplished under the new Governor, Mr. Clifford, but unfortunately for him this blow has fallen before he had time to get a grasp of affairs and commence the general setting to rights which was so eminently needed. We are exceedingly sorry for Mr. Clifford as he is now tepping the whirlwind which others have sown, and through no fault of his own.

We trust that the Naval Authorities will see fit to send a sufficient force to North Borneo to ensure protection to the Europeans at the various ports and also upon the outlying tobacco estates, for there is no knowing how far the rebellion against the rule of the Chartered Company may extend. We can vouch for the fact that for years past many of the natives, particularly those belonging to the old piratical tribes, have held the Company in contempt. It was no uncommon thing to hear an old chief remark, "Ah, the Company is poor now, therefore the Company fears us," and it was no idle brag on the part of the natives either. There is only one way to deal with the Bornean folk, and although many of the Company's officers were convinced of this, they were over-ruled by the Court of Directors, as is evidenced by the general dissatisfaction expressed by them at the treatment of Mr. STALEY by Mr. Cowitt. The best thing that the Company can do now is to give Governor CLIFFORD a free hand. If he is allowed to do as he pleases he will succeed, and succeed to the satisfaction of the natives. If, however, the Directors tie his hands and try themselves to treat with natives whom they do not understand, then the next town to be attacked will be Sandakan.

TELEGRAMS.

Special to the "Hongkong Telegraph."

SPECIAL TELEGRAM.

TROUBLE IN NORTH BORNEO.

KUDAT ATTACKED.

CHINESE MASSACRED.

(From Our Own Correspondent.)

LABUAN, May 3rd.

On the night of Friday last the town of Kudat and its environs were attacked by a native force under the command of Mat Sater, the half brother of the late Mat Salleh, the notorious rebel chief. The town itself suffered severely, the Government magazine and a maxim gun being captured by the rebels. These were, however, subsequently retaken. Two of the British North Borneo Constabulary were killed and seven wounded, including Mr. G. N. Malcolm, Wing Officer of the force. Twenty-five Chinese were killed and the environs of the town were entirely destroyed. Many refugees have arrived here. The cause of the outbreak and the attack upon Kudat is the general dissatisfaction amongst the natives with the rule of the Chartered Company.

Received at 3 p.m.

Published at 5.30 p.m.

REUTER'S TELEGRAMS.

THE WAR.

THABA N'CHU.

BOERS ATTEMPT TO CAPTURE A CONVOY.

LONDON, April 1st.

Reuter's correspondent at Thaba n'chu says that the Boers on Sunday made a determined attempt to seize a pass in the mountains and capture a convoy. General French attacked their flank, sending troops over precipitous mountains. The darkness enabled the Boers to withdraw. The Boer position was almost impregnable.

THE WESTERN FRONTIER.

LOYALISTS ARRESTED.

A considerable force of Boers has arrived at Windsorton to the northward of Kimberley and a number of loyalists have been arrested.

BRITISH ORDERED TO LEAVE JOHANNESBURG.

Owing to an explosion at Begbies all Britishers, except a few, have been ordered to leave Johannesburg in 38 hours.

FIGHTING IN THE FREE STATE.

STRONG BOER FORCE AT HANNEY.

Col. Hamilton with mounted infantry, and Col. Smith-Dorrien's brigade marching northward yesterday from Thaba n'chu, were opposed by a strong force of Boers under Commandant Botha, at Hanney. Reinforcements have been sent and General French is strengthening Col. Hamilton from Thaba n'chu where the force of Boers has increased. General Maxwell's brigade has occupied Vlakfontein and Schalkfontein kopjes unopposed but the mounted infantry was engaged four hours.

THE "ASAKI" FLOATED.

The Japanese battleship *Asahi* which got ashore off Southsea has been floated off.

THE UGANDA RAILWAY.

The House of Commons has voted a grant of £1,930,000 for the completion of the Uganda railway.

ARRIVAL OF THE CROWN PRINCE OF JAPAN IN LONDON.

The Crown Prince of Japan has arrived in London.

WEATHER REPORT.

The Observatory report says:—On the 3rd at 11.55 a.m. the barometer has risen over S. China, fallen in the extreme North. Pressure is highest in Central China, and the depression has reached the N. part of the Sea of Japan. Gradients slight with light variable winds in S. China, and moderate N.E. winds in the N. part of the China Sea. FORECAST:—N. and varying winds, light; fair.

LOCAL AND GENERAL.

THE 'Night' Steamers to Canton now leave at 6 p.m., instead of 5.30 p.m.

PUN FUK SANG was to-day fined \$25 for failing to report a case of plague.

THE receiver of a bicycle, well knowing it to be stolen, was this morning fined \$50.

THE Siamese Princes left here by the steamship *Haitan*, yesterday, for a visit to Swatow before returning to Bangkok. Mr. Carter one of their tutors accompanied them, Mr. James will follow them to the latter place.

WE would call the attention of our readers to the fact that the Dallas Company have changed the date of their opening performance to Thursday next, as on Wednesday the Theatre will be required for the "Terrible" concert.

THE Directors of the Peking Mint have telegraphed to the Viceroy of Canton, asking for the assistance of the English master of the Mint at Canton. H.E. granted permission, and he left for Peking by the steamer *Kwanlee*. It is stated that the Peking Mint will shortly start coining copper cash.

MANY people, especially lovers of the bicycle, may not be aware of a new road, which is now open, from Kowloon to Shantin. Along the route a strong bicycle rider would not have to dismount very often. The road branching off from Yau-mat, and leading to Kowloon City, returning by way of Hunghom, should also become popular with bicyclists.

WE note that Mr. Fr. Blunck the well known lace dealer, and silk manufacturer, has had \$300 worth of lace stolen from him, at his store in Beaconsford Arcade. He has offered a reward of \$500 to any one who will give him any information regarding the theft. We sympathise with Mr. Blunck in his loss and hope that he may soon be able to bring the offender or offenders to justice.

TO-DAY, about 1 p.m., while Mr. Nolan, the Magistrate Interpreter, was passing the bottom end of Ship Street, Praya East, he noticed a commotion among the Chinese who were standing by the sea-wall. He jumped out of his ricksha to see what was the matter, and saw a British blue-jacket, who in a state of drunkenness, had reeled over into the water. The man had been in the water some time and was getting exhausted. The Chinese, instead of assisting him, were laughing at his efforts. Mr. Nolan helped the man out of the water and handed him over to the charge of Mr. Caddock while he went to report to the Police Station so that the man might be properly cared for.

THE Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

A. S. Watson & Co.	\$25
A. Rumjahn	25
China Export Import and Bank Co.	25
E. V. Brennan	10
S. Stockhausen	10
L. Mallory	10
Brown Jones & Co.	5
J. Ullmann	5
Levy Hermanos	5
J. W. Kinghorn	5
A. G. Gordon	5
Hon. A. M. Thomson	5
Kuhn & Co.	5
More & Selmand	5
A. C. More	5
A. Rodgers	5
H. Ruttonjee	5
W. H. Wickham	5
Woolwall & Co.	5
R. M. Mehta	5

HARRY MAITLAND, Constable, Naval Yard Police, admitted, at the Magistracy, being absent 48 hours without leave. He was fined \$10.

LO CHAI was this morning, at the Magistracy, sentenced to 10 strokes with the 'birch' and 24 hours detention for stealing a piece of pepper, valued at \$31.

THIS afternoon the enquiry into the death of the Indian soldier, whose body was found at the ranges, was continued. After additional evidence had been taken it was further adjourned till 2.15 p.m. on the 11th instant.

APPARENTLY it is not Tommy alone who is an absent-minded beggar. His cousin Jack is liable on occasion to forget the time his leave expires and when reminded by the Naval Police that he is late objects to their escort on board, as the pound he has to pay for the attention he considers wasted. This morning a couple of blue-jackets were in this predicament, and a fine little tussle took place now and again in Queen's Road as they were marched off. Apparently they found it difficult to remember they were in custody whenever a place of refreshment was in sight. Then police and blue-jackets would become hopelessly mixed up in the gutter. Having been sorted out and picked up, the party would proceed in a most amicable manner until the next lapse of memory occurred. The patience and good humour of the Naval Police through it all was most praiseworthy, they seemed to look upon hand-knocks as all in the day's work, and to bear no ill-will.

THE ODD VOLUMES SOCIETY.

Yesterday evening a most interesting and instructive paper was read by Mr. H. E. Pollock entitled "Some serious local problems and a few suggestions for dealing with them." The paper was read under the auspices of the Odd Volume Society in the Chamber of Commerce Room, City Hall. The Hon. R. H. May, acting Colonial Secretary, took the chair, and among those present were H. E. Major-General Gascoigne, Officer Administering the Government, Mrs. Gascoigne, Sir John Carrington, Kt., C.M.G., (Chief Justice), the Hon. W. Meigh Goodman, (Attorney-General), Dr. F. Clark, (Medical Officer of Health), Mr. J. J. Francis, Q.C., and many others of distinction in the Colony.

The Chairman, in opening the proceedings, said that Mr. Pollock was very well known to them all. He had kindly consented to read a paper on "Some serious local problems and a few suggestions for dealing with them." In a rapidly growing colony there would necessarily be many problems which would not be easy of solution. The chairman felt sure that they would all listen with a great deal of attention to what Mr. Pollock had to say on this most important and interesting subject.

SOME SERIOUS LOCAL PROBLEMS AND A FEW SUGGESTIONS FOR DEALING WITH THEM.

Ladies and Gentlemen,—I propose to discuss with you this afternoon some local problems which as I conceive, imperatively demand a solution, and I shall suggest certain remedies for the present state of affairs, but my chief desire and my chief hope is that some of you who are listening to me now will not rest content until you have thought out and put into motion some remedies of your own, and thus prevent matters from being allowed to drift in the future as they have drifted in the past. The pressing problems, which require to be grappled with, are difficult ones and we must, therefore, apply our collective wisdom to the task, if success is to be secured.

I will subdivide my subject for the sake of convenience, into three headings which I will call—

- (1st) The Plague question.
- (2nd) The food question.
- (3rd) The housing of the working classes question.

To take these three questions in their order, the plague question is one of supreme importance.

It causes not only a considerable, annually recurrent expenditure to the Government of this Colony and to property owners, but it also involves severe commercial restrictions upon this port by the imposition of quarantine on vessels journeying from here to adjacent places. No doubt the legislation passed last year was a step in the right direction in that it increased the size of cubicles and also the ventilation coming into houses, but in view of the fact that the plague has become an annually recurrent disease here, it is obvious that no relaxation of sanitary precautions should be tolerated for a moment, but that on the contrary it behoves us most earnestly to enquire into and discuss and examine every suggestion for the improvement of the sanitary conditions of this city and for the prevention of overcrowding.

The Sanitary Board has no doubt done much good work in taking steps to close houses which are unfit for human habitation, but it is becoming a serious question whether the condemnation of certain streets is not required in order to secure a greater circulation of air in the overcrowded quarters of our City.

Even, however, if you consider the causes of plague, to be at present too obscure to justify such wholesale remedy as demolition and reconstruction, I should like to draw your attention to two causes at work in our midst which the ordinary man in the street would imagine must form very important factors in propagating and continuing this epidemic in our midst. The first is the presence of night soil in our drains, and the second is the presence of decaying vegetable refuse in our drains. The presence of night soil in considerable quantities in our drains is attested by the last report of the sanitary surveyor, Mr. Drury, in which he says—

"Under clause No. 8 of his contract the conservancy contractor is supposed to remove all night soil from the private houses in the Hill District, but in this city this is done by various irre possible coolies in places every night or every other night, according to the class of person dealt with; these coolies receive a small payment from the house occupants but none for delivery at the conservancy boat. There is no sanitary staff for the supervision of the removal of night soil during the night, thus rendering the provisions of the contract useless. There being no staff for the supervision of the regular removal of night soil from private houses, to enforce the provisions of the contract, the result is, from evidence and observations, that in the case of the Hill District soil it is emptied into nullahs and in the city I find that much of it

Auction.

PARTICULARS
OF
VALUABLE LEASEHOLD PROPERTY,
situate on
THE NEW PARVA, DESVIEUX ROAD
and
GILMAN STREET,
Being the Reclamation of Marine Lot No. 55,
at Victoria, Hongkong,
to be sold by
PUBLIC AUCTION,
in 15 Lots,
on
SATURDAY, the 12th May, 1900,
at 2.30 P.M.,
at his Auction Rooms, DUBBEL STREET,
by
MR. GEO. P. LAMBERT,
Auctioneer.

Lot No. 1—All that piece of ground intended to be registered in the Land Office as Section A of the Reclamation of Marine Lot No. 55 containing an area of 1,260 square feet.
Annual Crown Rent \$25.
Lot No. 2—All that piece of ground intended to be registered in the Land Office as Section B of the Reclamation of Marine Lot No. 55 area 1,200 square feet.
Annual Crown Rent \$25.
Lot No. 3—All that piece of ground intended to be registered in the Land Office as Section C of the Reclamation of Marine Lot No. 55 area 862 square feet.
Annual Crown Rent \$14.
Lot No. 4—All that piece of ground intended to be registered in the Land Office as Section D of the Reclamation of Marine Lot No. 55 area 862 square feet.
Annual Crown Rent \$14.
Lot No. 5—All that piece of ground intended to be registered in the Land Office as Section E of the Reclamation of Marine Lot No. 55 area 1,270 square feet.
Annual Crown Rent \$21.
Lot No. 6—All that piece of ground intended to be registered in the Land Office as Section F of the Reclamation of Marine Lot No. 55 area 781 square feet.
Annual Crown Rent \$14.
Lot No. 7—All that piece of ground intended to be registered in the Land Office as Section G of the Reclamation of Marine Lot No. 55 area 781 square feet.
Annual Crown Rent \$14.
Lot No. 8—All that piece of ground intended to be registered in the Land Office as Section H of the Reclamation of Marine Lot No. 55 area 781 square feet.
Annual Crown Rent \$14.
Lot No. 9—All that piece of ground intended to be registered in the Land Office as Section I of the Reclamation of Marine Lot No. 55 area 1,270 square feet.
Annual Crown Rent \$21.
Lot No. 10—All that piece of ground intended to be registered in the Land Office as Section J of the Reclamation of Marine Lot No. 55 area 862 square feet.
Annual Crown Rent \$14.
Lot No. 11—All that piece of ground intended to be registered in the Land Office as Section K of the Reclamation of Marine Lot No. 55 area 862 square feet.
Annual Crown Rent \$14.
Lot No. 12—All that piece of ground intended to be registered in the Land Office as Section L of the Reclamation of Marine Lot No. 55 area 1,200 square feet.
Annual Crown Rent \$25.
Lot No. 13—All that piece of ground intended to be registered in the Land Office as the Remaining Portion of the Reclamation of Marine Lot No. 55 area 1,260 square feet.
Annual Crown Rent \$24.40.
For Further Particulars, apply to
C. E. EWENS,
Solicitor for the Vendors,
or to
MR. GEO. P. LAMBERT,
Auctioneer.
Hongkong, 27th April, 1900. [547b]

Entimations.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-Seventh day of March, 1900, the following RESOLUTIONS were passed:

- That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 27th March instant, and since duly registered, the Sum of \$1,250,000 be withdrawn from the Reserved Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of \$25 as paid up thereon in addition to the Sum of \$50 now standing to the credit of each Share.
- That the Balance of \$25 per Share of the Unpaid Capital of the Company be and is hereby made of \$25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according.
And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said day of March, 1900, at the Rate of \$12 per cent. per Annum, upon all Calls remaining Unpaid after the 6th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board,
A. SHELTON HOOPER,
Secretary.
Hongkong, 27th March, 1900. [493b]

THE PUNJON MINING COMPANY, LIMITED.

SHARES in this Company on which a CALL of \$1 was made PAYABLE on the 3rd day of March, 1900, and which Call has not yet been paid, are liable to be forfeited, in accordance with the Articles of Association of the Company.

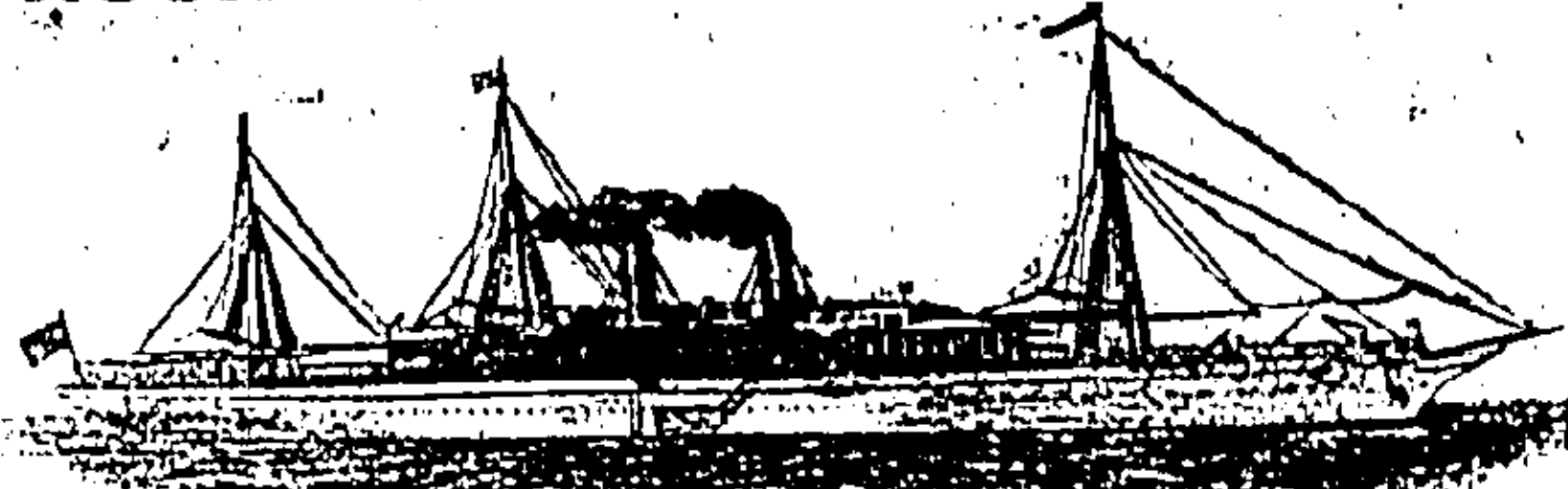
Interest at the rate of 10 per cent. per share will be charged on all Overdue Calls.
W. H. GASKELL,
Secretary.
Hongkong, 17th April, 1900. [506b]

NOTICE OF REMOVAL.

THE HONGKONG TIMBER YARD, (Established 1852), has this Day been REMOVED from No. 65, PRAYA EAST, Marine Lot 109, to Inland Lot 1,508, BOW-RINGTON CANAL, near LEIGHTON HILL ROAD BRIDGE and opposite LEE YUN SUGAR REFINERY.
L. MALLORY,
Hongkong, 1st May, 1900. [560b]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 16th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 6th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 27th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Book, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddlers Street.
Hongkong, 25th April, 1900. [5]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Queen Adelaide...3,824 T. F. McNeil...May 10
Duke of York...3,824 T. J. S. Cox...May 15
Victoria...3,824 T. J. S. Cox...May 29

Also
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire...2,874 T. W. A. Evans...May 19
Hecatom...3,601 T. W. A. Evans...June 9
Monmouthshire...2,874 T. W. A. Evans...Aug. 4

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and STEWARDSS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 30th April, 1900. [14]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle...3,923 T. about May 20
Belgian King...3,379 T. about June 5
Thyria...3,812 T. about July 8

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY, the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 1st May, 1900. [28]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU J. W. Vale	MARSEILLES, ST. NAZAIRE, LONDON AND ANTWERP, VIA STRAITS, COLOMBO AND PORT SAID	TO-MORROW, 4th May, at Daylight
*IDZUMI MARU M. J. Currow	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE and YOKOHAMA	MONDAY, 7th May, at 4 P.M.
INABA MARU W. Bainbridge	NAGASAKI, KOBE and YOKOHAMA	THURSDAY, 10th May, at 4 P.M.
SANUKI MARU W. Townsend	MARSEILLES, LONDON & ANTWERP, VIA STRAITS, COLOMBO and PORT SAID	FRIDAY, 18th May, at Daylight
KASUGA MARU E. W. Haswell	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th May, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 1st May, 1900. [6]

NORDDEUTSCHER LLOYD.



HAMBURG-AMERIKA LINE.

(Freight Service.)
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*KONIGSBERG Christiansen	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	8th May. Freight and Passage.
BAMBERG	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	24th May. Freight.
*SARINIA Fuchs	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	May. Freight and Passage.
SAMBAL G. Schmidt	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	About 6th June. Freight.
AMIRIA Burmeister	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	About 20th June. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 8th May, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 31st May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 26th June, at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 8th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.
Hongkong, 14th April, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Wednesday, 16th May, at Daylight.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 9th June, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 5th July, at Noon.

THE U. S. Mail Steamship

"CHINA,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 16th instant, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.
Hongkong, 1st May, 1900. [7]

Consignees.

TOYO KISEN KAISHA.

NOTICE

CONSIGNEES of CARGO per Steamship

"HONGKONG MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

C. L. GORHAM,
Acting Agent.
Hongkong, 27th April, 1900. [7]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *Rome* and *China*.
From Australia, ex S.S. *India*.
From Persian Gulf, ex S.S. *Kilma* and *Simla*.
From Malabar Coast, &c., ex S.S. *Nawab* and *Rajpootana*.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M., TO-DAY.

Goods not cleared by the 4th May, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 28th April, 1900. [5]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"CHINGWOW"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 5th May, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 28th April, 1900. [550b]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "HAMBURG,"

of the HAMBURG-AMERIKA LINE.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 8th instant, and THURSDAY, the 10th instant, at 9.30 P.M.

All Claims must reach us before the 13th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.
Hongkong, 1st May, 1900. [22]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLARG,"

ETHICS OF THE WAR.

As to the ethics of the South African campaign the following strong expression of opinion, given in the *North American Review* by the Roman Catholic Bishop of Kimberley, is specially noteworthy:—"I can, with a safe conscience, say that I think that England very seldom had a more just cause for war. The state of things in the Transvaal was a scandal to the nations. Chamberlain's indictment of the Transvaal Government was perfectly fair. I have no hesitation in saying so, and I have had thirteen years to study the question. I am not an Englishman, as you know, nor are my sympathies in general with England."

In the *North American Review* for March, Captain Mahan, whose subject is the "Merits of the Transvaal Dispute," holds that Great Britain is incontestably in the right. It would, he says, have been an act of Imperialist policy to allow the Transvaal to continue its military preparations and its efforts to stir up race animosity "until the favourable moment for revolt should be found in a day of Imperial embarrassment."

THE VOLUNTEER AND "TOMMY."

The *Daily News* special correspondent in South Africa relates a dialogue he overheard in camp. A man of the Warwick was holding forth on the City Imperial Volunteers. He had evidently met a volunteer who attempted to patronise him for Tommy spoke in this way:—"E comes up to me," said the Regular, removing his pipe from his mouth, "and setting his helmet on the back of his head, 'an' 'e sez to me, sez he, 'Look 'ere, me nyan, where can I find your sergeant-major?' I looked at 'im and I sez: 'What are you?' sez 'E sez: 'I'm a City Imperial Volunteer,' sez 'E. 'Oh,' sez I. 'Yus,' sez 'E. 'Yus,' sez I, 'you're a volunteer an' I'm a Regular,' I sez, 'an' you ain't goin' to lead 'im over me,' I sez, 'with yer 'me nyan,' I sez, 'don't you forget it. I didn't expect no freedom in the City,' I sez, 'the only thing the Lord Mayor ever giv' me, I sez, 'was fourteen days for fufus drivin'.' I sez, 'I wasn't entertained at tea,' I sez, 'by all the dooks and earls of London,' I sez, 'I wasn't 'ugged an' kissed as I walked along the street,' I sez, 'but I'm a bloomin' privy, an' so are you, me lad,' 'Yus,' sez 'E, 'an' dam proud of it,' sez 'E. 'So am I,' sez I. 'Well, come an' 'ave a drink,' sez 'E. 'Right you are,' sez I, 'now you're talkin'.' Taking them as a body, says the correspondent, the C.I.V.'s are a most excellent body of men in this respect, and there isn't an ounce of 'side' among the lot.

TO AMERICA AND BACK IN SIX DAYS.

A Mr. J. Gresham, a well known inventor and chemist, is about to build a ship that is expected to cross the Atlantic in three days, making sixty to one hundred miles an hour with greater ease than ocean greyhounds now make twenty knots. Mr. Gresham now has a working model three feet long of this novel craft. He has just completed the plans for the building of a sea-going boat of the same kind. The inventor expects that the boat will be completed by the middle of July and will then make her trial trip. Mr. Gresham says that he is indebted for his idea to Archimedes, the Greek mathematician who lived 2,100 years ago and invented the water screw. He uses this well known principle in a novel manner by having a broad spiral flange built around the outside of his barrel shaped boat. Within this outer shell is another round and hollow shell, which forms the body of the boat. Here the power is generated which turns the propeller flange and the whole outside cylinder, while the inner part of the boat preserves its equilibrium, not even having as much motion as the inventor says, as the rolling and pitching of an ordinary ship. It is contemplated that any freight shall be carried in the ships of this class, only passengers and mails. Such ships the inventor declares, will take the place on the oceans that the "fast mail" trains now do on land. Electricity will be used for lighting, heating, and cooking. Electric bells and signals will connect every part of the ship. The first boat to be constructed will be but 56 feet long, just large enough to demonstrate the boat's sea-going qualities. When this is proved, as the inventor hopes, he says that a ship 200 feet long, to cross the Atlantic, will be constructed. The motive power of the serpentine vessels, Mr. Gresham asserts, will be as great a surprise as the plan of the ship. It is to be a motor of an entirely new character, run by chemicals which are the inventor's secret. He says that he can store fuel of this sort in a space smaller even than would be necessary to supply a petroleum or gasoline engine. — *Irish Times*.

THE FUNERAL OF SIR DONALD STEWART.

The press universally recognise the late Sir Donald Stewart's merits as a soldier and administrator, beneath his manly and modest bearing. His remains were deposited in the English Church at Algiers, with military honours, and transferred to H.M.S. *Junco*. Through on the boulevards uncovered in the presence of the cortege, which consisted of several detachments of Chasseurs d'Afrique, Zouaves, Algerians, sailors, and mounted artillery. The funeral car, drawn by six horses, was almost hidden with wreaths, and the British and French flags. The immediate escort consisted of British Marines, a soldier bearing deceased's decorations. The pall bearers were three French officers, the Captain and Commander of the *Junco*, and the Vice-Consul. The mourners included Captain Stewart, many French and English officers, the consuls, and residents. The Zouave Band played the British Anthem and Funeral Marches; the troops presented arms; and salutes were fired alternately from the *Junco* and the garrison guns. The remains were deposited in the main cabin, which had been transformed into a mortuary chamber.

REGULAR OFFICERS AND "IRREGULAR" TROOPS.

A REGULAR PACER.

A good story is being told of Colonel Thorneycroft, who showed such conspicuous bravery during the struggle around Spionkop, and who during the final operations which led to the relief of Ladysmith had the good luck to capture a Transvaal flag. A colonel of a regular battalion took occasion to complain to Colonel Thorneycroft that his irregular troops failed to pay the respect that was due to his rank, and seldom, if ever, saluted. "Don't salute you, eh?" was Colonel Thorneycroft's reply. "Why hang 'em, they don't even salute me; but they are devils to fight!"

MILK IN BRICKS.

The exportation of milk-bricks is becoming an important industry in Denmark. The milk being frozen into solid blocks preserves all its primitive purity. These blocks are called "Denmark bricks," and are getting a name for themselves in certain parts of Europe. One firm in Copenhagen is said to export 110,000 of these milk bricks every week.

WHAT NEXT?

The *Medical Press and Circular* says that a surgeon in the French army has discovered that tuberculosis may be disseminated by stamp collectors through their stamps, a man in his employ, says the above mentioned journal, was a great stamp collector, and occupied his spare time in fixing the stamps in albums or on sheets of gummed paper for sale, moistening the stamps for the purpose with his tongue. Three hundred of the stamps were placed in sterilized water, and with some of the water eight guinea-pigs were inoculated. Each died with characteristic tuberculous lesions. Children, says the journal, should be warned against placing any stamps near their mouth in order to moisten them, and foreign stamps should be disinfected in a 5 per cent. solution of carbolic acid before adding them to collections.

We think that the gentleman who finds out the next thing which may or may not give some disease or other, ought to be boiled in a 5 per cent. solution of carbolic acid, and handed over to Madame Tussauds collection, labelled, "another of 'em."

FEDERATED MALAYA.

Mr. W. H. Treacher, C.M.G., has been appointed to act as Resident-General, F.M.S. from April 26th. Colonel Walker acts in *Pera*. Mr. Bedford continues in Selangor, Mr. D. H. Wise goes to Negri Sembilan from May 1st, and the appointment of Mr. A. Butler to Pahang has been officially announced as from Jan. 1st.

BLUE BOOK ON CHINESE AFFAIRS.

The Blue Book (China, No. 1, 1900) issued by the Foreign Office on our relations with the Chinese Government, during the past year offers very much the same reading as might have been expected, remarks the *Times*, and bears only further witness to the want of success in our recent dealings with the shifty tactics of the Taung-tai Yamen. These tactics seem to have been successfully pursued in far too many instances. It is the case of Mr. Fleming's murder the Chinese Government resorted to every subterfuge in order to evade the necessity of bringing the murderers to justice. The payments due on the North China Railway always seem to have been in arrears and the cause of continual representations. The Inland Navigation Concession becomes absolutely futile under the conditions with are imposed upon it. Piracy still exists on the West River of Canton, and riots have taken place at Kienning which threatened to assume a very dangerous shape. On the other hand, there are a few records of successful British action. The extension of the French settlement at Shanghai, which was supported by the English Government, was duly arranged. A declaration has been obtained from the Tung-li Yamen that the Belgians have no preferential right over the Hankow Canton railway, and among other signs of advance the preliminary steps have been taken towards patrolling the Yang-tsu River. But the most satisfactory despatches are those which relate to the successful efforts made by the United States Minister to maintain the policy of the "open door."

THE DUTCH FARMERS IN CAPE COLONY.

Captain Driscoll writes to the *Upper Burma Gazette* from Bushmanshoek, where he is serving under General Gatacre—I am not at all impressed with the Dutch farmers here. They are nearly all big, hulking, slouching, and dirty; they wear great beards and hate us like poison; but they are cowards to the core and will never face an Englishman half their size. The district we are in is full of them. They are soaked in idleness but are afraid to display it. All the same they do a lot of harm by causing to be conveyed to the enemy everything about ourselves and our movements.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Alba, S. F. Marshall, F. R. Matsuwara, J. Mathew, C. P. Margottin, G. Meissel Martz, E. M. Martin, R. R. Maung, Sein Milkoff, J. Morland, C. H. Molesworth, T. D. Martin, E. B. B. Buckley, P. Brown, Brothers N. P. Blake, D. H. Billarora Biedroza Biedroza, Dr. R. M. Bee, H. Buggard, G. Bawal, M. Blum, Mrs. Braeake, G. Burder, R. A. Bruce, Mrs. Banister, D. R. Budgen, J. W. Baeson, B. D. Baker, W. Basto, C. Barrett, J. Boyle, Mrs. L. Baker, Coley H. Blake, R. E. Bircholson, W. Blanch, H. F. B. Bochum, G. Brierly, J. Beebles Barkle, T. M. Chung-le, W. P. Cater Calder, Mrs. J. Casey, N. A. Campbell, W. E. Ching Bit Sang Chino, D. N. Clark, A. F. Caswick, D. J. Cannings Miss M. Cito, Mrs. O. Capence, L. Colbert, A. Cocher, L. Champine, J. F. Ceresole, L. Charles, J. Chapsing, T. Cooper, H. N. Crows, La Mar. Crawford, J. Cohen, C. N. Chotermol, K. A. J. Cehmgang, Miss H. Cehngang, J. A. Cruz, D. J. Channing, Miss M. Delim, Miss L. Douglas, R. H.

DARRETH, G. B.

Darreth, G. B. Dhrrel, B. Daoguo, N. J. Downie, Miss D. Davis, J. Duanan, W. Denny, G. R. Droghda Damour Dobbege, H. Drummond E. M. S. S. Co. Echaporra, R. S. Ehoody, J. E. Ellis, J. H. Enulle, P. H. Evans, F. H. Eckelhardt, Eastwood, O. E. Effner, E. F. Feinida, H. Forrest, Miss A. Findlay, Rev. W. H. Fistor, E. Fleischer, M. Foster Farnar, L. B. Fulkings, R. Frisler, G. E. Francisco, Boteho Fraser, J. Freidman, Miss R. Foruler, Mrs. L. Fise, D. George, Miss A. P. Griel, F. H. Glover, L. H. Guilleme, Rev. C. Gumbell, E. R. Greves, J. C. Gasler, Garza Gibson, W. S. Groundwater George, G. F. S. Grimes, J. B. Guillemaut, Capt. Gonales, S. J. Gricey, S. L. Gritt Grant, J. Gillard, H. Gorham, Miss A. Gatgals, T. Hamilton, Miss E. Hendee, L. Humphry, R. A. Humphry, J. L. Halsey Hachisada Hah, J. R. Hansen, Mrs. Holton, Mrs. Huat, G. Hopkins, Miss L. Houston, H. H. Haller, J. T. W. Hall, P. Hollister, C. C. Holden, Miss S. Hanbury, N. Howard, Miss M. Haw, M. S. Holm, Miss Horning Hermann Harrington, S. E. Holden, S. B. Howard Hills, Captain F. Halwitz, Mrs. J. Hittigskan Hamilton, M. Heise, F. Hansen, W. E. Jackson Jackson Importing and Exporting Co. Jau, Am San Johnson, W. E. Jocelyn, Mrs. F. King, K. Kelle, Lieut. J. A. Knox, J. W. Karanjia, B. P. Kyriacow, H. Kwok Chit Kappel, A. Klappe, F. Kynoch, G. W. King, C. C. Leggett, R. K. Lottin Lewis, C. M. Linswore, E. Lange, W. Legner, H. T. Leslie, Mr. H. Laird, P. Liberge, M. C. Lende Liddell, P. McC. Lord Miss H. P. Laidinber, J. A. Lucken, B. Lomox, R. W. Liblin Latta, R. L. Lum Cheung Lopez, Mrs. C. Liddell, Mrs. C. Lushkur, S. Luthens, Roising & Co. Lemay, W. E. Lita, Miss M. Lind, H. G.

List of Registered Covers in Poste Restante.

Assu Singh Armstrong, A. Abdul Karim, Allah Dhad Allah Dillah Basakha Singh Brachne Brachne, J. Boota Singh Buta, (Sepoy) Blake, E. Bagat Singh Bagoo Baker, W. Binsee, S. R. Benning, Geo. Braeter Catescos, Dr. F. Curdich, P. Colman, James Chanda Singh Ceresole, L. Cross, R. Denis, A. S. David, S. S. Drummond, E. Duggan, C. W. Dabir Bux Ekinan, Miss Ida Elias, A. (3) Elias, S. Elin Dean Evans, F. P. (5) Edelstein, A. Fukuda, S. Faizal Deen Fowler, A. G. Fireman, A. Guion, Mons. Gromed Singh, Grand Hotel Gordon, C. B. (2) Machado, A. E. Miller, Mr. S. Meyer, H. S. Mastowski, W. van. Mohamed Amin Mannim Asaf Khan Miyamoto, Y. Mokha Singh. Moko Safae Amen. McKerrow, H. B. Montague, Mrs. Martin, R. R. Nazim Khan Nardin, E. W. Onslow O'Take, Miss Porilla, M. de la Portigia, Manuel Platt, Lieut. R. Pannier, Th. Patti, W. S. Rankin, A. W. Rauchverger, Miss F. Reilly, S. G. Raulson, Theo. Raymond Ratta Singh (2) Rutchel, Mrs. Reyes, Mariano Ralla Hakin Roganveig, H. Roth, Mrs. Rachel Rusmat Ali. (2) Rodgers, L. Ribeiro, F. J. Robins, Edwin Sonda, Mrs. J. (2) Steward, C. V. B. Syett, Mr. Silva, L. J. da Shenberg, B.

Galam Mhd.

Galam Mhd. Gujar Singh Grunberg, Y. Guiberti, Ed. Griffith, Mr. L. Harman Singh (2) Harboe, H. Hally, W. H. Hake Mohamed Joen-shen Haies Hilcel, E. A. Isalall Din Isar, Singh Iswer, Singh Jackson, T. P. Japanese Address Johnston, W. J. Jap. address, c/o 20, Lall Singh. Jex, Mrs. Joseph, Leon Jones, E. E. Koninsky, T. Koppel, A. Louis, C. A. Lester, II. Lillie, Mrs. J. J. Lutz, E. (2) Lullain, Mons. (2) Lubb Singh Lomax, R. W. Linderhook, Albart Lloyd, Miss Ledbury, Mrs. M. F. Manning, Robt.

List of Registered Covers for Merchant Ships.

S.S. *Zeolus* C. Larson. S.S. *Zeolus* T. Williams. S.S. *Zeolus* Capt. Kirkwood. (2) S.S. *Clyde* H. Thompson. S.S. *Clyde* Hamilton Northcote. S.S. *Dahly* Capt. Erickson. S.S. *Dioned* J. Fleming (Baker). (2) S.S. *Empress of India* Rev. W. R. McKibben. S.S. *Hasting* R. Macfarlane. (passenger) S.S. *Ision* M. J. Roberts. S.S. *Ision* J. Ward. S.S. *Ision* R. Toran. S.S. *Idonensis* A. C. Sherry. S.S. *Nanchang* W. Hunter. S.S. *Nestor* J. C. Baird. S.S. *Asapha Maru* W. L. Patterson. S.S. *Ocean* J. C. Baird. S.S. *Patrolus* D. Pritchard. S.S. *Phranan* Chief Engineer. S.S. *Strathgyle* J. Dawson. S.S. *Strathgyle* A. McIntyre. S.S. *Strathgyle* Capt. J. R. Gordon. Man of War *Suma* ...

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship
"HAIMUN,"
Captain Hodgins, will be despatched for the above Port, TO-MORROW, the 4th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, 3rd May, 1900. [568b]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"ST. REGULUS,"
will be despatched for the above Port on or about TUESDAY, the 8th May.

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 28th April, 1900. [496b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENSIN.

THE Company's Steamship
"NANCHANG,"
Captain Finlayson, will be despatched as above on THURSDAY, the 10th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st May, 1900. [564b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"ALCINOUS,"
Captain Purford, will be despatched as above on TUESDAY, the 15th May.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th April, 1900. [465b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship
"TSINAN,"
Captain Anderson, will be despatched on WEDNESDAY, the 13th May, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the Vessel is fitted through with Electric Light.

Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versa*.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd April, 1900. [492b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT) VIA SUEZ CANAL.

Taking Cargo at London Rates.
THE Company's Steamship
"IDOMEUS,"
Captain Riley, will be despatched as above on THURSDAY, the 24th May.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd April, 1900. [538b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"PATROCLUS,"
Captain Dickens, will be despatched as above on TUESDAY, the 29th May.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th April, 1900. [511b]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship
"LOONGSANG,"
Captain Weigall, will be despatched as above TO-MORROW, the 4th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted through-out with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 1st May, 1900. [563b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship
"YUENSANG,"
Captain P. H. Rolfe, will be despatched as above on SATURDAY, the 5th instant, at Noon.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 1st May, 1900. [527b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship
"AIRLIE,"
Captain George, will be despatched as above on SATURDAY, the 5th May, at Noon.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 30th April, 1900. [555b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"TAMSUI MARU,"
Captain K. Sobajima, will be despatched for the above ports, on SUNDAY, the 6th May, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 30th April, 1900. [45]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship
"GISELA,"
Captain F. Mosca, will leave for the above places, on WEDNESDAY, the 9th instant, P.M.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 2nd May, 1900. [565b]

Intimations.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE,
5, D'Aguliar Street.
Hongkong, 27th April, 1900. [34]

NEW GOODS.

PLENTY IN HAND.

D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.

JAPANESE CURIOS.

MITSUI BUSSAN KAISHA

No. 6, Ice House Street, Praya Central.
Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG and all Ports in JAPAN

Agencies:—
Miiki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohnura Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanagahachi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Yokohama Cotton Spinning Mills.
Miike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.
Hongkong, 11th December, 1899. [3]

Untouched by Hand.

MELLIN'S FOOD

For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PRECKMAN, LONDON, ENGLAND.

Intimations.

WANTED.

A COPY of the Local "HANSARD," 1891-2.

Address:—
Office of This Paper.
Hongkong, 10th March, 1900.

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMAN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES, &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 14th May, 1896. [38]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated
CLEMENT, HUMBER and GLADIATOR CO., Ltd.,
DUNLOP TYRES' RECYCLES—PRICE, \$160.
A special reliable Watch made for this Climate.

Quality A \$16
Quality B \$12
30, QUEEN'S ROAD,
Watson's Building.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES
FLUID
THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1897. [37]

A CURE FOR ASTHMA.

GRIMAULT'S
INDIAN CIGARETTES

Asthmatic people who suffer from Op-
pression in breathing, stifling sensations,
Hoarseness, and Loss of Voice, Ner-
vous coughs, Laryngitis, Colds, with
Wet cough, Bronchitis, Insomnia,
Catarrh of the Throat, and difficulty
in Expectoration, are promptly relieved
by these Cigarettes.

G. GRIMAULT & Co., Paris, Sold by all Chemists.

GRIMAULT'S

Matico Capsules
AND INJECTION

Renowned Physician, prescribes Grimault's
Matico Capsules for the most intractable cases
of Acute and Chronic Catarrhs of the Throat,
Larynx, Trachea, and Bronchi, and for the relief
of Catarrh of the Bladder, and for the relief
of Catarrh of the Prostate.

MATICO INJECTION is used in recent
and MATICO CAPSULES in the chronic stages.

GRIMAULT & Co., Paris, Sold by all Chemists.

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

I S now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTISED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September 1898. [40]

SIEN TING,

SURGEON DENTIST,
No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation free.

Hongkong, 27th September,

